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SO-BOMB-100-X1  
27 AUG 1917 - Dec 1943

P.R.C. X

100 BOMBARDMENT SQUADRON

AUG 1917

Classification cancelled or changed  
to \_\_\_\_\_ By authority of  
the Chief of Staff, USAF  
By: (Signature & rank) *Walter M. ...*  
Date: *14 July 1958* Captain, USAF

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CLASSIFICATION CHANGED TO  
*Secret*  
BY AUTHORITY OF ...  
*Chf. USAF*  
BY *Capt. ...*  
DATE *14 July 1958*

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SQ-BOMB-100-H1

120 AUG 1945

HEADQUARTERS  
XIII BOMBER COMMAND  
Historical Section  
APO #719-2

Rating B DEFICIENCIES IN UNIT HISTORY Date 2 Jan 45

Checked by DTM Name of Unit 100th Bombardment Sq (H)

APO 159

Period Covered Activation to 31 Dec 43

An item checked in the column "Correct by Forwarding Supplement" means that the deficiency must be made up within 10 days. An item checked in the column "Correct In Next History" means that the next installment of the monthly history must include the requested data. Page numbers referred to are the pages of Thirteenth Air Force Regulation No. 80-15, dated 14 August 1944.

CORRECT		AUTH	
By	In		
Forwarding	Next	I. OUTLINE FACTS	Not Applicable
Supplement	History		Page:
		Designation of unit or change of/during period.	2
		Mission or alteration of / during period.	2
		Changes caused by T/O, etc. for period.	2
		Changes in personnel strength for period.	3
		Changes in airplane strength for period.	3
		Key personnel for period.	3
		Command relationships during period.	3
		Resume of movements during period.	3
		Name of campaign participated in during period.	3
		Chief military missions with dates.	3
		Losses in action: who, when, how, where.	3
		Awards and decorations during period.	3

II. NARRATIVE

Background of Operations for period.	4
Quantitative Summary of Achievement.	4
Other Combat Activities for Period.	4
Describe fully outstanding missions, unusual happenings.	4
Governing policies; views of key personnel.	4
Difficulties encountered; new techniques.	4
Important training during period.	5
Describe station life and morale during period.	5
Include name of individual who prepared the history.	6

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*Wally Chmura*  
DUDLEY T. MOORHEAD,  
1st Lt., Air Corps,  
Historical Officer.

**Remarks:** Very interesting account, but more should have been included on the arrival of the ground echelon at Guadalcanal, and the setting up of the camp area. Supporting documents, while attempts to obtain for an early period, would have enhanced your account.

5	Submit all supporting documents in duplicate.
5	Submit combat photographs of important missions.
5	Submit bomb plot charts of important strikes.
5	Submit station life photographs.
5	Submit target maps and route charts.
5	Submit orders, letters, radios, etc. to establish important facts.
6	Identify properly photos, maps, charts.
6	Include biographies of key personnel.
6	Mark history secret, official designation of unit, period covered, on each page.
5	Arrange supporting documents logically in each history.

Page:

III. SUPPORTING DOCUMENTS

AUTH

CORRECT  
By  
In  
Forwarding Next  
Supplement History

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100TH BOMBARDMENT SQUADRON (M)

42ND BOMBARDMENT GROUP (M)

APO-159

Office of the Commanding Officer

7 December 1944

SUBJECT: Narrative History of the 100th Bombardment Squadron (M) from date of activation to the end of December 1943.

TO : Commanding General, Thirteenth Air Force, APO-719.  
(Thru Channels)

The history of this squadron and its predecessors dates back twenty-six years to World War I. Actually, its inception involved two organizations, the 106th Observation Squadron originally organized at Kelly Field, Texas and the 135th Aero Squadron (Obsn) organized in California.

The 106th Observation Squadron, organized at Kelly Field, Texas, had its inception on August 27, 1917. It sailed overseas during World War I on December 11, 1917 and on February 1, 1918, was redesignated the 800th Repair Squadron. The Squadron did not participate in combat, but earned credit for service in France from December 30, 1917 to November 11, 1918. It returned to the United States and was demobilized in 1919, the Squadron (less flight C) being demobilized at Mitchell Field, New York, and Flight C at Garden City, New York on July 2, 1919.

The other originating Squadron, the 135th Aero Squadron (Obsn) had its beginning at Rockwell Field, San Diego, California at approximately the same time as the Kelly Field unit, August 1917. The 135th was the original "Liberty Squadron" to take the front during the World War I.

The 106th Observation Squadron, an Alabama National Guard unit, was Federally recognized on January 21, 1922 as the 135th Aero Squadron (Obsn) IV Corps, A. C., this name being a redesignation of the Rockwell Field Unit. On May 1, 1923, it was redesignated as the 114th (Observation) Squadron. Again on January 16th, 1924 it was redesignated as the 106th Squadron (Observation) and on August 8, 1926, the 106th Observation Squadron. The unit organized at Kelly Field, Texas (106th Observation Squadron) was reconstituted and consolidated with this squadron on October 19, 1936.

The 106th Photo Section was Federally recognized and attached to this Squadron on March 14, 1923; however this section was absorbed by

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Historical Record of the 100th Bomb. Sq. (M) to Dec. 31, 1943 Cont'd.

the squadron. The 106th Medical Detachment Department was Federally recognized and attached to the 106th Observation Squadron on March 13, 1937 and later absorbed. The name, 106th Reconnaissance Squadron (B) was a redesignation dated April 2, 1943.

The Squadron as Federally recognized in 1922 consisted of 26 officers and 120 enlisted men. Nucleus of the organization was a civilian flying club known as "The Birmingham Escadrille" flying personnel of which was largely composed of flying officers who were World War veterans. First Commanding Officer and guiding spirit in the organization was James A. Weissner, Major, A. C., an American ace.

The squadron insignia which was adopted during this period was a shield with the top portion a reversed chevron in yellow and base azure blue. In the blue portion there were two crossed lion's jambees. The insignia is a reproduction of the coat of arms of a famous noble family of Birmingham, England, and was approved for the squadron in May 1924.

The Squadron was first located on the small, hazardous Roberts Field in Birmingham's industrial section on the western edge of the city; it was housed in hangars erected mostly by its own personnel, from metal salvaged from old wartime training camp buildings. Neither field nor facilities were considered adequate or satisfactory but they were all that could be obtained during the period 1922-1937.

During that 15 year period, the squadron earned a good name both in military circles and in local civic affairs. In addition to its regular training functions, it participated in extensive aerial photography of Alabama, pioneered early air mail demonstration flights, was highly commended for a two week period of Alabama flood relief duty in March 1929, and for cooperation with other arms in strike duty on several occasions. During this time, steady improvement in technical and maintenance functions was noted. There were no fatal accidents from 1922 to 1938.

Strenuous and long drawn out efforts to secure adequate facilities for the organization finally bore fruit when the construction of hangars and buildings at Birmingham's Municipal Airport was approved as a government works project in 1935. The squadron's quarters were completely modern and became known as "Fort Sumpter Smith" located on the Northwest side of the Airport.

The Squadron was inducted into Federal service on November 25,

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Historical Record of the 100th Bomb. Sq. (M) to Dec. 31, 1943 Con't.

1940 , was stationed in Birmingham, Alabama and remained there until immediately after the declaration of war at which time the squadron left Birmingham for duty at various stations. At date of induction, strength was 20 officers, and 124 enlisted men.

In general, the training activities of the unit as a National Guard organization consisted of military drill one evening a week and flying and its necessary incidentals of maintenance and technical functions every Sunday afternoon. The squadron attended summer camps and maneuvers each year 1922 to 1941 inclusive. It participated in the IV Corps tactical problems being designated 31st Division Aviation. Its missions were largely reconnaissance and artillery fire adjustment. It cooperated closely on many occasions during the various maneuvers with the 6th Cavalry.

During the period previous to our entry into the war, the Squadron flew such planes as the JN4D's (Jennys), TW-3's, old type PT's, O-2's, O-11's, O-17's, Douglas Falcons, and O-38's. Finally type O-47 planes were assigned and these worked out very satisfactorily for the squadron's first real mission.

One week after war broke out, the squadron left Birmingham for a Coastal Patrol mission at Miami Florida. It remained there at the Miami Air Base for three months, and on March 14, 1942 moved to Jacksonville Army Air Base for another three months. The next 11 weeks were spent at Hunter Army Air Field at Savannah, Georgia, the squadron left there on September 9, 1942. During this period of approximately nine months, the squadron flew O-47 planes and performed its mission of search for enemy submarines and United States shipping in distress. It flew approximately 5000 hours while on this duty.

Other than its being designated 31st Division Aviation, this squadron for all intents and purposes was a separate, more or less independent unit until the Louisiana maneuvers of 1941. At that time the 4th Provisional Observation Group was formed as an experimental organization for the administration and tactical employment of the squadron. After the 1941 Louisiana maneuvers, the 4th Group was redesignated the 66th Observation Group. The squadron was assigned to the 66th Group and was later made a separate unit. It was then attached to the 76th Reconnaissance Group for Administration and Procurement only.

On September 7, 1942 the squadron departed from Savannah arriving at Tullahoma, Tennessee the following day. At Tullahoma, the organization participated in the 1942 Tennessee maneuvers becoming an attached and integral unit in the First Air Support Command.

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Historical Record of the 100th Bomb. Sq. (M) to Dec. 31, 1943, Cont'd.

Its missions generally were in close cooperation with the ground forces and consisted of reconnaissance and artillery fire adjustment. During the two month period of the maneuvers, the squadron flew a number of different types of planes including L-1's, L-3's, L-4's, A-20's, P-39's, P-40's, and P-43's.

At the close of this phase of the 1942 Tennessee maneuvers, the squadron moved from Tullahoma to Morris Field, Charlotte, North Carolina, its first permanent change of station since leaving Birmingham. It remained at Charlotte for only a little over a month and left for Fort Myers, Florida, another temporary change of station. Here it conducted an aerial gunnery school for the 66th Reconnaissance Group for six weeks. It acquired a substantial number of flying hours at the same time, inasmuch it was found that weather conditions were much improved over those at Charlotte.

After completing the gunnery training at Fort Myers, the next move for the organization was back to Morris Field at Charlotte, arriving there February 2, 1943. Within a very short time, all combat crews were moved to Greenville Army Air Base, Greenville, South Carolina. This was a replacement training center, for transitional training in the B-25 type plane. By early March, the squadron was completely equipped with B-25's, which they have flown ever since. The pilots of the 106th built up a substantial number of hours in the B-25's.

The 106th played a prominent part in the 1943 Tennessee maneuvers. Through the first phase of the maneuvers from April to June the squadron did fine work. The squadron arrived at Campbell Army Air Field, Camp Campbell, Kentucky on April 3, 1943 and was in position to carry out immediately all orders and mission requests emanating from the Tennessee Air Support Command (Prov.). The 1943 maneuvers embraced eight separate weekly problems in which the squadron provided air support for both the Red and Blue forces alternately. Missions included reconnaissance and observation of enemy troop movements, bombing of specified objectives from low and medium altitudes, strafing of targets of opportunity and photographic missions. The squadron flew over 910 hours in various tactical capacities. Approximately 10 per cent of the time was spent on photographic missions with the balance in bombing and reconnaissance.

At the end of the Tennessee Maneuvers, June 15, 1943, the Squadron separated from the 66th Group (a week later officially) and departed for the base at Chatham Field, Georgia, arriving June 23, 1943. There it completed a concentrated program of tactical training not only involving combat crews but all personnel in the squadron. The crews

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Historical Record of the 100th Bomb. Sq. (M), to Dec. 31, 1943. Con't.

received intensive instruction in medium and low level bombing, skip bombing, air to ground and air to air gunnery, single engine operation, navigation over water, long range navigation, interception, sea search problems, formation tactics, and a number of related subjects which prepared the squadron for combat.

During the month of July 1943, this unit was commended by the Commanding Officer, I Air Support Command for being the outstanding organization in the command. It received a rating of superior and would have received the award for proficiency had it not been a separate squadron, as the award was made only to groups.

A bombing exhibition was successfully performed at Lawson Field, Georgia by two flights of airplanes on June 25, 1943. Again in September 1943, an exhibition of dropping chemical bombs took place at Camp Sibert, Alabama with one flight of airplanes participating.

While at Chatham Field, Georgia combat crews received daily instruction in the ground school on such subjects as: Aircraft Identification; Enemy Tactics; First Aid; Escape Kits and Technique; Signal Communication Security; Operation of VHF Radio Equipment; Safeguarding Military Information; Defense against Chemical Attack. These classes were conducted by squadron officers as well as other qualified men. The squadron during this period conducted a daily athletic program in which every man participated. During this period the squadron had trained 16 seasoned combat crews. The flying ability of the First Pilots at that time was shown by the fact that the average time flown was 652 hours. The average B-25 in the squadron had been in the air 261 hours, flown by these skilled pilots.

On October 1, 1943, the 106th Reconnaissance Squadron(B) stationed at Chatham Field, Georgia and commanded by Major James B. Henson, was alerted for overseas service. At that time the strength of the squadron was 73 officers, and 294 enlisted men. On October 15, 1943 the squadron was divided into a flight echelon consisting of 33 officers and 16 enlisted men, and a ground echelon of 35 officers, and 275 enlisted men. The flight echelon was moved temporarily to Hunter Field, Georgia to await delivery of new aircraft and the ground echelon departed by troop train.

On October 21, 1943 the ground echelon arrived at Camp Stoneman, California. Here at Pittsburgh they went through final staging and processing for overseas. On October 25, 1943 the ground troops left Camp Stoneman by harbor boat for San Francisco Harbor and boarded the Navy Transport, U.S.S. Wharton, by which they were moved to their overseas

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Historical Record of the 100th Bomb. Sq. (M), to Dec. 31, 1943, Cont'd.

destination. At 1500 October 26, 1943, the ground echelon left Fort Mason, San Francisco Port of Embarkation on the overseas voyage. On November 15, 1943 the troops of the ground echelon disembarked at Guadalcanal Island, Solomons Group, and the usual field duties in connection with setting up camp were carried out. By the end of December 1943, the Squadron was set up for operations on Fighter Strip I, east of Henderson Field, on Guadalcanal awaiting the arrival of the flight echelon.

During the period covered by this history the following men have served as Commanding Officers of the Squadron.

<u>Name</u>	<u>Date</u>
Major James A. Meissner	1922-24
Major William V. Robertson	1924-25
Lt. Col. Sumpter Smith	1925-30
Major Henry L. Badham	1930-41
Captain Clifton Stephenson	1941
Major Lovick L. Stephenson	1941-42
Captain James B. Thomas	1942
Major Lovick L. Stephenson	1942
Captain Henry C. Claggett	1942-43
Major James B. Henson	1943-44

Prepared by 1st. Lt. Robert L. Smith for

*Charles W. Wolfendale*  
 CHARLES W. WOLFENDALE  
 Captain, Air Corps,  
 Commanding

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Major James B. Henson  
Commanding Officer  
100th. Bombardment Squadron. (M).





"Javic" Electric Bomb Hoist.  
100th. Bombardment Squadron (M).



